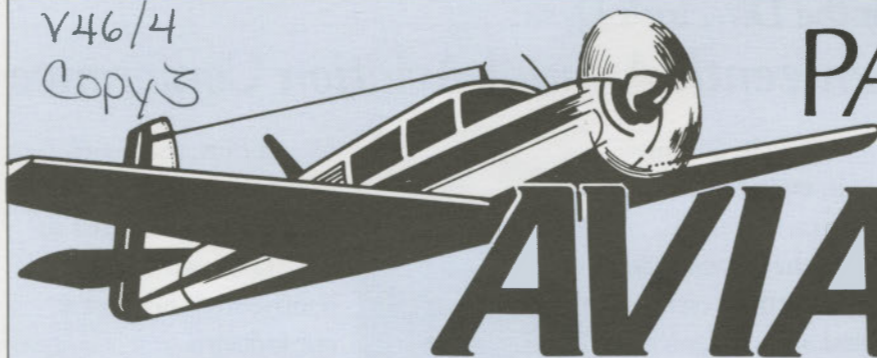


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PALMETTO AVIATION

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September/October 1994

Annual Aviation Conference Prepares For Takeoff

The Seventeenth Annual Aviation Conference is preparing for takeoff Nov. 13-16 at the Radisson Hotel at Kingston Plantation Myrtle Beach.

This year's conference will highlight Richard Collins of *Flying* magazine. Collins, editor of *Flying*, will present the Aviation Hall of Fame awards to those aviators who have contributed significantly to South Carolina's aviation heritage. In addition, the 1994 S.C. Aviator of the Year award will be presented for the one person who has given exemplary service to aviation in the state.

Other sessions feature an FAA listening session, a legislative overview, how to handle aircraft accidents, FBO management, state aviation block grant program and round table discussions.

There will be plenty of informational sessions for all FBOs, airport managers, airport commissioners, aviators, government aviation officials and pilots to participate and share their views on the latest technology and happenings.

The conference will also feature Michael Stevens of the Airport Council International in Washing-

ton, D.C. Stevens will give us the latest on Congressional issues and has always been a popular session.

Other topics in this year's conference include:

- Handling aircraft accidents on your airport, with representatives from the FAA and NTSB.
- FBO management — airport owned versus corporate owned, led by Frank Anderson of Spartanburg Downtown and Dean Harton of Hawthorne.
- Building a new airport, with John

Crosby of Concord Regional Airport in North Carolina.

The conference, planned for airport managers, FBO's, airport commissioners, airport engineers and private pilots, is filled with hot topics and sessions that are sure to enlighten participants.

Of course there will be many opportunities to socialize and mix with other people interested in aviation issues. The annual Hall of Fame presentation is scheduled for Monday evening, Nov. 14, and a hangar party featuring wonderful food and entertainment is set for Tuesday, Nov. 15.

See page 3 for a complete schedule of Conference events.

UPS Picks Columbia Metro

United Parcel Service recently announced its decision to locate its regional sorting hub at Columbia Metropolitan Airport largely due to their specific delivery standards.

At stake was a \$30 million investment and up to 600 new jobs in a contest with only two contestants, Greenville and Columbia.

The long-awaited decision to locate the regional sorting hub at Columbia Metropolitan Airport and not Donaldson Center in Greenville was announced last August.

Donaldson Center's locational edge in the Greenville area was outweighed by Columbia's two active runways and air traffic control tower, said company officials.

The Atlanta-based company already uses Columbia Metro for some delivery flights and will expand its service by the end of the year adding six flights and hiring 140 people to load packages.

"The Columbia Metropolitan Airport stands ready to assist UPS in their expansion at the airport," Bob

See UPS, page 7



Palmetto Aviation is an official publication of the South Carolina Department of Commerce, Division of Aeronautics. It is designed to inform members of the aviation community, and others interested in aviation, of developments in aviation and aviation facilities, and to keep readers abreast of state, national and international trends in aviation. The Division of Aeronautics is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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From the Director's Desk: Seventeenth Annual Aviation Conference

Attorneys do it, accountants do it, even teachers do it. So why can't we?

What do these groups do? They all have their own specialized annual conferences incorporating the latest trends and information.

For the past 17 years, South Carolina has been fortunate to have its own aviation conference.

Aviation isn't just a billion dollars to the state. It's part of our lives and for many of us, our livelihoods.

Sure, aviation is exciting and fun, but there are many aspects of the industry that are changing rapidly. With technology invading all facets of aviation, we all need up-to-date information about the current advancements.

The seventeenth annual Aviation Conference November 13-16 at Kingston Plantation in Myrtle Beach is a great opportunity for everyone to get involved.

This year the South Carolina Aviation Association, sponsor of the conference, has planned an interesting array of informative topics, speakers and workshops, so we can all keep up with the industry.

One event you won't want to miss is Richard Collins, editor-at-large of *Flying* magazine. Collins will enlighten us on the latest trends in aviation from his unique vantage as a magazine editor.

He'll also present the state's highest aviation awards — the Aviation Hall of Fame to those who have contributed to the success of our rich aviation heritage.



Joseph J. Saleeby

In addition, the South Carolina Aviator of the Year will be presented to one statesman who has contributed the most to our industry.

A conference favorite, the Washington Report with

Michael Stevens, of ACI formerly of AOPA, will talk about national legislative issues that affect airports, airplanes, navigational topics and zoning issues.

Of course, the FAA, NTSB and the Division of Aeronautics will be on hand to answer questions at the listening session.

Another timely topic is the Olympic Games in Atlanta. We'll hear from the city of Atlanta, the FAA and W.K. Dickson on the impact of this huge international athletic event on airports in Georgia and South Carolina.

One aspect of conferences is the ability to network and meet others in the same field. The aviation conference agenda provides lots of opportunity for meeting and greeting others in FBOs, airport commissions, state aviation groups, pilots and FAA representatives. There will be a golf outing, a hangar party and a spate of coffee breaks and receptions for you to mingle with your friends in aviation.

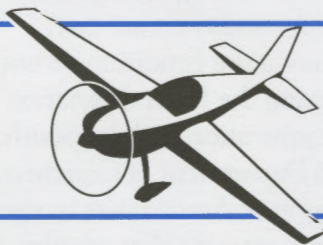
I'll see you there!

Joseph J. Saleeby

S.C.A.C. Schedule of Events

Sunday, November 13

- 3:30 p.m. Registration
 5:30 Reception (light hors d'oeuvres)
 7:00 Dinner on your own



Monday, November 14

- 8:00 a.m. Continental Breakfast
 9:00 Keynote Address: Carolun Blum, Regional Administrator, FAA;
 Curt Bramblett, President, SCAA
 10:30 Break
 10:45 A: Pavement Issues for Engineers and Consultants,
 Dr. Ray Brown, National Institute for Asphalt Technology;
 Archie Carter, Southern Road Builders
 B: Handling Aircraft Accidents, Frank Anderson, Spartanburg
 Memorial Airport, FAA or NTSB Representative
 12:00 p.m. Lunch; Aircraft Taxation, Nel Sanders, NBAA
 1:30 A: FBO Management – Airport Owned vs Private Owned, Frank
 Anderson, Spartanburg Memorial Airport; Dean Harton,
 Hawthorne Aviation
 B: FAA FSDO Round Table, Columbia, SC, FSDO;
 Dick Hitt, FAA
 3:00 General Session: Building a New Airport, John Crosby, Concord
 Regional Airport, Concord, NC
 4:15 SCAA Business Meeting & House Cleaning
 4:30 End
 7:00 South Carolina Aviation Hall of Fame and Banquet: Special
 Guest Richard Collins, Flying Magazine

Tuesday, November 15

- 7:30 a.m. Continental Breakfast
 8:15 A: State Block Grant Program, David Fulton, Texas DOT
 B: Washington Report, Michael Stevens, ACI
 9:30 General Session: Effects of Olympics on SC & GA Airports,
 Andy Bell, City of Atlanta; Sam Smith, W.K. Dickson, ATL;
 Steve Alogna, FAA
 10:30 State of the State: Curt Bramblett, SCAA; Joe Saleeby, SCODA
 11:00 Leave for Golf, Fishing, etc.
 7:00 p.m. Hangar Party at Outdoor Pavilion, Radisson

Wednesday, November 16

- 7:30 a.m. Continental Breakfast
 8:15 General Session: FAA/SCDOA Listening Session
 9:45 General Session: State Legislative Round Table Discussion
 11:15 SCAA Business Meeting; House Cleaning; Wrap Up
 11:45 End

For more information on the aviation conference call John Ferguson at Donaldson Center at (803) 277-6766.

AVIATION CALENDAR

Sept. 30 to October 2

EAA Chapter 3 Fly-In

Woodward Field, Camden

October 2 – Breakfast Club

Woodward field, Camden

October 6-9

Carolina Aviation Festival

Myrtle Beach Jetport

(803) 626-3547

October 9 – Breakfast club

Myrtle Beach Jetport

October 16 – Breakfast Club

East Cooper River

Mt. Pleasant

October 30 – Breakfast Club

Orangeburg Municipal

November 13– Breakfast Club

Walterboro Municipal

November 13-16

SC Aviation Conference

Radisson Resort

Myrtle Beach

November 15

AOPA Town Meeting

North Raleigh Hilton

Raleigh, NC 7:30 p.m.

November 27 – Breakfast Club

Marion County Airport

December 11 – Breakfast Club

Branham Field, Darlington

January 8 – Breakfast Club

North Myrtle Beach

Lockheed Aero Wins Contract

Lockheed's Aeromod operation at Donaldson Center has won a contract to modify Navy P-3C aircraft. Lockheed is a subcontractor on work awarded to Unisys Corp. of St. Paul, Minn., for \$22.3 million to design, build, test and install anti-surface warfare kits on P-3C airplanes.

Greenville-Spartanburg Sets Passenger Record

Greenville-Spartanburg continued to feel the effects of an improved economy and lower airfares as passenger traffic in August reached all-time highs.

Passenger traffic jumped nearly 49 percent from last year with 150,597 people flying.

For the year, passenger traffic was up nearly 31 percent, with 995,942.

Myrtle Beach Jetport FBO Ready For Business

A new FBO at Myrtle Beach Jetport is ready for business. Myrtle Beach Aviation located at the old Air Force Base parking ramp across from the terminal building is now open.

They offer tie down service, av gas and av jet fuel. Although hangar space is not available yet, it will be in the near future. Rental cars are available on reservation.

Operating hours are 7 a.m. to 10 p.m.

For more information, call 477-1860 or 1-800-474-5697.

Eagle Ridge Airport To Open Soon

Eagle Ridge, a private airport in Oconee County, will open soon if certain conditions are met.

Among the conditions is one requiring the Federal Aviation Administration and the South Carolina Department of Commerce Division of Aeronautics to sign documents agreeing that opening the private airport will not adversely affect safety at Oconee County Airport or jeopardize its federal funding.

The following special provisions for operations at Eagle Ridge Airport (Hidden Glen) have been approved:

- No fly-ins, air shows or special events, etc., will be permitted at the airport.

- No operations are permitted at the airport on Clemson University football game dates, special events, or when notified by the South Carolina Department of Commerce, Division of Aeronautics.

- All aircraft operating to and from the airport must have an operational VHF radio and must inform CEU is at least 1500 ft. AGL and visibility is at least 3 miles.

- When conducting operations at the airport, all aircraft landing on runway 05 will use a left base entry.

- When conducting operations at the airport, all aircraft landing on runway 23 will use a right downwind entry only.

- No transit operations will be permitted at the airport.

- The sponsor of Eagle Ridge (Hidden Glen) is responsible for painting and maintaining a circled "R" at each end of the runway.

- Except during a declared emergency, CEU traffic has the right of way.

- Unless landing or taking off at CEU, all aircraft inbound or departing the airport will circumnavigate the CEU Airport by at least five nautical miles.

- Each participating property owner at the Eagle Ridge (Hidden Glen) Airport must acknowledge receipt of these special provisions by signed affidavit to be maintained on file at the South Carolina Department of Commerce Division of Aeronautics.

These conditions, determinations and opinions are based on conditions at the Eagle Ridge (Hidden Glen) Airport and CEU as they exist today. It is subject to review biannually and can be withdrawn should there be a major change in these conditions at Eagle Ridge (Hidden Glen) or CEU.

The private airport was ordered closed in October 1992, and in October 1993, the FAA and Aeronautics listed 29 restrictions that would have to be met before it could reopen.

Florence Airport Welcomes Racing Fans

With thousands of people expected at the Southern 500 race in Darlington, it's no wonder that Florence Regional Airport wants to put on the dog.

This year the newly remodeled Florence Regional Airport is ready to accommodate them, the airport's director said.

The Southern 500 weekend "gives

us a chance to see the impact of the airport," Harvey Senseney said.

The \$1.8 million renovation of the facility that began in July 1993 is nearing its final stages.

The 7,000 square-foot addition, 400 additional parking spaces and a circular drive in front of the terminal will complete construction.

Profile: Sen. Greg Gregory

By Dennis Quick

From the look of his office you can tell Sen. Greg Gregory is a man who loves his family and has a passion for aviation.

Gregory's office is bright and corporate, just what you expect from one of the youngest senators in the South Carolina legislature. The 31-year-old senator from Lancaster works on legislation surrounded by photographs of his wife Sherri and their two children, paintings of World War II aircraft and hand-carved airplane models.

Since being in the senate, Gregory admits that the most import thing he's learned is there's not as much partisanship as he thought there would be.

"It's more an urban versus rural issue. Instead you try to get along with everybody, and that's fairly easy to do," the first-term senator said. "You might be diametrically opposed to what someone is saying, but you can still be friends after it's over. I've learned that."

The 1995 session, as most legislative sessions, will be a time to review important issues and resolve social problems. Among those topics Gregory sees as important are:

- crime, the number one issue
- truth in sentencing
- property tax reform
- welfare reform
- government restructuring.

All the hot topics of the legislature seem to revolve around reform — reform of the sentencing guidelines, welfare reform and government restructuring, according to Gregory.

As for aviation, one of the hot buttons will be property tax reform because that would impact aviation the most.

"Locally we're pushing for a new terminal in Rock Hill," he said.

"Rock Hill has grown about 50 percent in the last 10 years, so we're going to attempt to get money from a bond issue for a new terminal."

Already Rock Hill is listed as a reliever airport for Charlotte Douglas Airport. "We need to get more jets and prop planes in there," he added. "The runway has just recently been extended, so that should help too. We really need a nice building for passengers to go to."

The cost of the terminal he estimates at about \$1 million, but would come from a combination of funds from private and public moneys.

When he's not running his building supply business, Gregory enjoys aerial photography. For more than five years he's been photographing buildings, farms and plant sites.

But for Gregory, flying is still only a pastime although one of his favorites.

He earned his private license at USC in 1987 in Columbia and credits his desire to fly to his grandfather, who flew C-47s in World War II.

"My grandfather really got me interested in World War II aviation," Gregory said. "I've always felt that if I spent as much time studying math and English as I did World War II aviation, I'd have probably done a whole lot better."

The aircraft enthusiast admitted that his heroes in aviation are two of the greatest pilots ever — Chuck Yeager and Jimmy Doolittle. He really enjoys learning about the golden era of aviation when these pilots broke sound barriers and began instrument flight navigation techniques.

Gregory picked up from his desk a



hand-carved model of an X-1. "This is the jet Yeager flew when he broke the sound barrier," he said. "It's shaped like a .50-caliber bullet. In fact, a pilot from Lancaster, Hiram Bell, who flew with the Flying Tigers in World War II and was an ace, got killed out in California testing jets. The X-1 was really nothing more than a flying gasoline tank. Once you're in there there's no way to get out. It took tremendous courage to break the sound barrier the way those pilots did," Gregory said.

Gregory said that since entering politics he hasn't had the chance to fly as much as he used to. He hasn't achieved his instrument rating yet but said he plans to do so in the future.

Gregory offered some advice to his fellow pilots.

"Try to stay current. It's so easy to get out of the habit of flying, and then you get rusty."

Getting rusty isn't likely to happen to Gregory, who has a knack for following his instincts whether it's traveling to Oshkosh or flying to Kirk Air Base or introducing legislation for Lancaster at the State House.

But it's apparent that this generally reserved legislator feels strongly about his passions, talking just as forcefully about aviation as he does other things that are close to his heart.

Learning the Hard Way Of Landing Safely

The following is part of an FAA publication that can be obtained from your local FAA office.

Each year between one-third and one-half of all general aviation accidents occur during the approach and landing phase of flight. Many of these accidents could be prevented by improving pilot skills and techniques, which in most instances means changing a few old habits.

Some of the primary causes of landing accidents are:

- high-speed approach and touchdown that result in "wheelbarrowing" and/or loss of directional control
- high-speed approach and touchdown resulting in overrun of the runway
- delayed touchdown or landing which produces similar results to the high-speed touchdown
- failure to extend the landing gear before landing
- retracting the gear on rollout
- loss of directional control
- striking obstructions around the landing area, i.e. wires, trees, crops, snow drifts
- environmental hazards — snow and/or ice on the runway, soft runway surfaces (unpaved), tall grass or weeds which hide surface conditions or hazards.

Flap Facts

Flaps are used to vary the lift and drag characteristics of the wing. Flap extension during landings provides several advantages by:

- producing greater lift and permitting lower landing speed
- producing greater drag, permitting a steep glide angle without airspeed increase
- reducing the length of the landing roll.

The slower landing speed and ground roll results in less wear and

tear on the brakes and tires, and yet permits effective directional control of the airplane.

If a swerve occurs during a high speed landing roll, the centrifugal forces or sideloads imposed on the landing gear can exceed the aircraft design limits and thereby result in structural failure. Considering the safety and economic benefits to be gained, pilots should use the maximum practical flap setting for each

Don't risk operating in conditions which exceed your capabilities.

landing. Slower landing speeds reduce the probability of excessive stresses due to sideloads. Considering the advantages of slower touchdown speed, shorter landing roll, less wear and tear on breaks and tires, less strain on the landing gear components and aircraft structure and, most of all, easier directional control, then why not make full flap landings whenever practical.

Flaps and Crosswinds

The use of flaps during crosswind landing is a subject that is often misunderstood. Some confusion results from the different statements found in the Aircraft Owner's Manual, Pilot's Operating Handbooks, Airplane Flight Manuals, and other publications. One manufacturer may recommend the use of half flaps in crosswind situations, while another may recommend a "minimum" flap setting for the crosswind landing in consideration of the field length. Only you know your capability as a pilot, and under crosswind conditions as in other situations, you must allow a margin for safety.

With the flaps at the desired setting, establish the slip-type cross-

wind correction. If you are unable to maintain a runway centerline track with the fuselage aligned with the runway, then you do not have enough control to cope with the crosswind at the lower airspeed which will be involved in the rollout and landing roll.

Therefore, discontinue the approach. Don't risk operating in conditions which exceed your own capabilities. It is better to look for a runway with a more favorable wind condition than to risk damaging your aircraft. While variation in approach speed or flap setting may permit a controlled touchdown in strong crosswind conditions, keep in mind that directional control can still become a problem as speed and, therefore, control effectiveness are reduced after landing. Also, if the airplane is forced onto the ground at high speed, "wheelbarrowing" (rolling on the nosewheel only) may lead to directional control problems and/or structural damage.

A crosswind component chart is an important and useful supplement to the aircraft landing and takeoff checklist.

Flaps and Weathervaning

Since the flaps extend down and below the wing, they present surface area for the wind to act upon. The further the flaps are lowered, the more surface area is presented to the wind; therefore, the greater the flap extension, the greater the effect of the wind on the aircraft during ground operations.

The main landing gear may be considered as a point about which the airplane rotates when on the ground. Since the flaps are located behind the main wheels, the crosswind acting on the flaps increases the weathervaning tendency of the the aircraft when on the ground.

UPS *Cont. from page 1*

Waddle, executive director of the airport, said. "We are working closely with the FAA and state officials to meet UPS' time schedule."

It is estimated that by 1996, UPS will open a sorting facility at the airport adding about seven more flights and 300 more employees. By 2005, UPS expects to hire 600 people and handle 195,000 packages a day in the capital city.

"The Richland-Lexington Airport Commission is extremely pleased that UPS has chosen Columbia Metropolitan Airport and Columbia as the site for their southeastern regional hub," Chairman of the Richland-Lexington Airport Commission Ray Ham said.

In November of last year, UPS had narrowed the competing cities to the two locations, omitting sites in Atlanta and Charlotte. The Greenville-Spartanburg Airport eliminated themselves last year saying it didn't have the facilities to handle more air freight traffic.

UPS decided that Donaldson Center also did not have adequate facilities for the planned hub that will serve a majority of the Southeast with overnight air cargo service.

Bob Kenney, a UPS spokesman told *The Greenville News*, "We have never



Left to right: Bob Waddle, executive director of Columbia Metropolitan Airport; Bob Coble, mayor of Columbia; Tom Weidemeyer, president of UPS Airlines; and Butch Spires, Lexington County Council.

operated a hub in an airport with one runway. It was a very close call."

Available infrastructure is essential to most businesses and UPS is no exception.

"In our system, we work 'round the clock' and we need a lot of flexibility," Doug Kuelpman UPS vice president said. "If a runway shuts down for repair or an expansion, we can't just move to another airport."

But Donaldson Center's executive director said the air park could have met UPS' requirements because the airport has two runways, although one is not located near the site proposed by

UPS. The runway could have been improved through grants from the FAA entitlement funds in several years.

In addition, UPS could have used the Greer ATC for flights.

The Greenville-Spartanburg Airport eliminated itself from contention due to the lack of adequate infrastructure, including additional taxiways for air cargo planes, access roads and utilities that UPS needed, according to airport officials. However, Greenville-Spartanburg is currently building additional taxiways and making other improvements that will enhance air cargo to accommodate BMW.

Columbia Metro To Ask For Federal Funds

Columbia Metropolitan Airport said it would ask for as much as \$24.1 million to pay for improvements needed by United Parcel Service's hub.

About \$19 million would come from the FAA's Airport Improve-

ment Program. The remainder would be raised by the airport or local and state government.

Bob Waddle, executive director of Columbia Metro, said the improvements include building an apron and a taxiway, resurfacing and adding

shoulders to one runway, strengthening 1,000 feet of another runway and a bridge over S.C. 302.

The improvements are needed to accommodate the wide wingspan of the 747s that UPS will be flying into the airport.



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- Sen. Greg Gregory
- SC Aviation Conference Details
- Myrtle Beach Aviation Open for Business



...and much more!

PEOPLE IN THE NEWS

Kimberly Kessel of Columbia Chosen Flight Instructor of the Year

A senior flight instructor with Eagle Aviation in Columbia was selected by the Federal Aviation Administration as South Carolina Flight Instructor of the Year.

Kimberly Kessel, a flight instructor with two years experience and 2,500 instructional hours, was chosen for her "conscientious, consistent and professional" treatment of her students and her work, according to the FAA application.

Mike Kullenberg, who recom-

mended her, said Kessel demonstrates a "high degree of professionalism, as well as great enthusiasm for teaching the art of safely flying airplanes for business and recreation."

To Kessel's credit she developed the Eagle Aviation's current syllabus, and prepared portions of Night Fly activities.

Winning the state award automatically enters Kessel for the Flight Instructor of the Year Award for the entire Southeastern Region.

Castleberry Joins PRC Inc.

Garland "Cas" Castleberry has been named executive manager for Transportation Programs for PRC Inc. He has recently retired from a full and impressive career with the FAA, serving as Associate Administrator for Aviation Standards, Southern Region Administrator, Director of the Monroney Aeronautical Center, Deputy Director of the Alaska Region, and a senior assistant to five FAA Administrators.

Castleberry has also just been elected Chairman of the Air Traffic Control Association.